

# Port Arthur

Will show greater  
prosperity proportionally for  
the next three years than any  
point in the United States.

HERE IS THE ONLY  
ACTIVE REAL ESTATE  
MARKET IN THE COUNTRY

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6 APRIL 6

## Port Arthur and Western Commerce.

(Special Correspondence Frank Leslie's Weekly.)  
St. Paul, Omaha, Kansas City and St. Louis are from fifty to 450 miles nearer Port Arthur, Houston and Galveston than they are to New York. The gulf ports are taking the commerce of the great west because the haul to them by rail is shorter and the port charges are very little, or nothing at all; yet these gulf ports, excepting New Orleans, have no straight direct line to the north like that which is about to be opened from Kansas City to Port Arthur via the new Kansas City, Pittsburg & Gulf railroad. It is time that attention should be called to the rapidly approaching completion of this new railway, the only one of consequence running through the heart of the Mississippi valley to a deep water port on the gulf.

The construction of the proposed canal from Sabine Pass to Port Arthur makes the last link in the chain and gives the new longitudinal trunk line a deep water harbor on the gulf at the most available point for freight and passenger traffic, where the permanence of the channel has been maintained for so many years that it is no longer questioned, and where no interference with the vested rights of the corporation need ever be feared. While other gulf ports are seeking government aid to open and maintain them, the new port at Port Arthur steps to the front and couples its independence with its success.

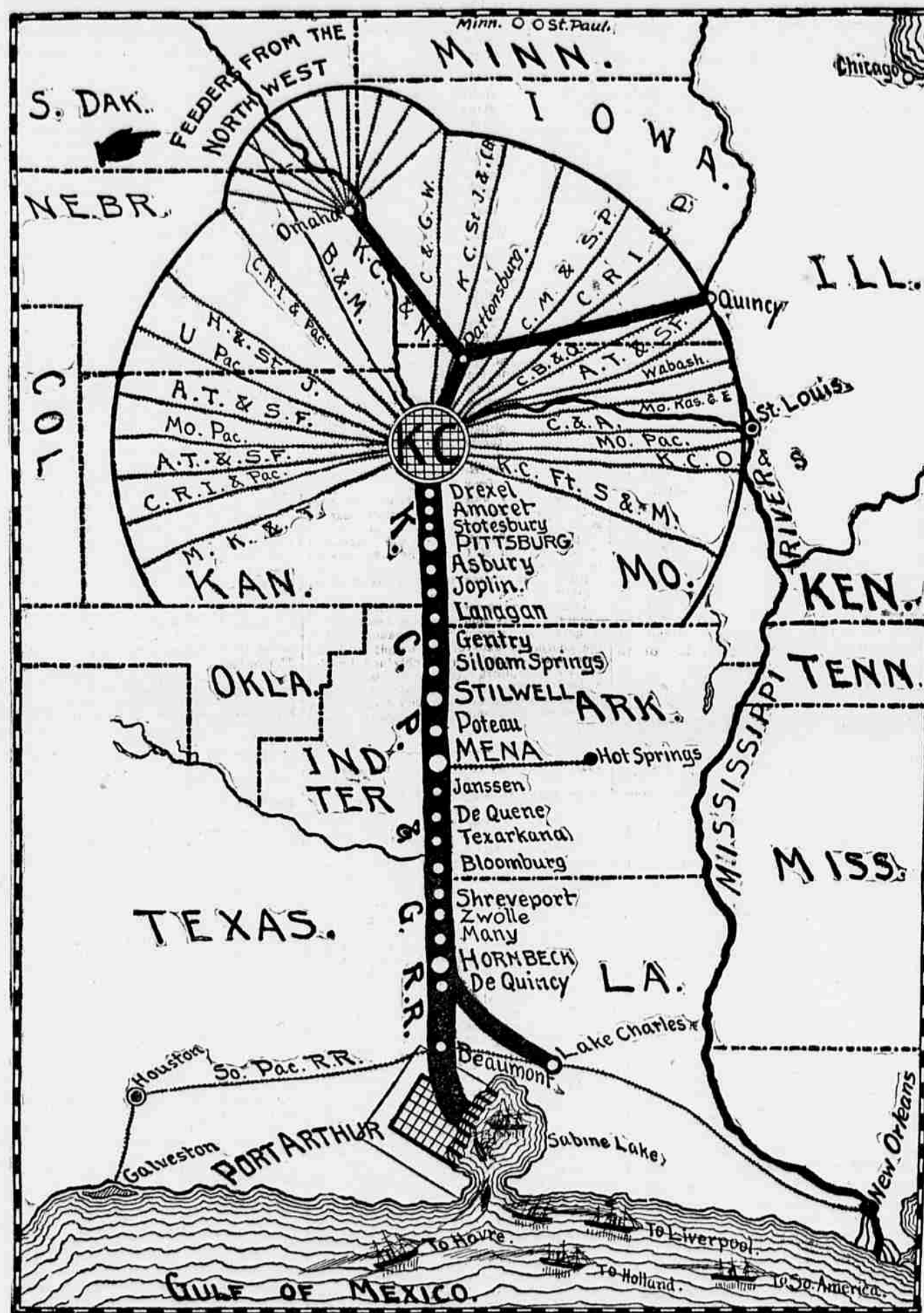
The logic of the situation must be clear to every thoughtful man.  
JOHN A. SLEICHER,  
Frank Leslie's Weekly, Feb. 25, '97.

58 per cent of  
the entire wheat  
of the country  
raised here. 90  
per cent of the  
export wheat.

49 per cent of  
the entire corn  
of the country  
raised here. 90  
per cent of the  
export corn.

### The Map Tells

How the Port  
Arthur Route  
will discharge a  
vast export Com-  
merce through  
Port Arthur. It  
requires com-  
merce to make  
cities.



43 per cent of  
the entire hogs of  
the country  
raised here. 90  
per cent of the  
export hogs.

57 per cent of  
the entire cattle  
of the country  
raised here. 90  
per cent of ex-  
port cattle.

### The Map Tells

Not that Port  
Arthur is 500  
miles nearer the  
greatest food  
producing area  
of the continent  
than New York  
is, but it is true  
that Port Arthur  
has that advan-  
tage over New  
York.

### SEAPORT CITIES AS INVESTMENTS.

Did you ever notice that the greatest cities  
of the world are seaports or lake ports?  
Here is a list of the populations of the  
principal seaport towns in the United States  
according to the census of 1890:

Pacific coast—	
San Francisco .....	298,997
Tacoma .....	36,006
Seattle .....	42,837
Portland .....	46,385
Gulf coast—	
Galveston (50,000, 1890) .....	29,084
New Orleans .....	249,039
Mobile .....	51,076
Atlantic coast—	
Charleston .....	54,955
Savannah .....	43,189
Norfolk .....	34,871
Baltimore .....	434,439
New York .....	1,515,301
Providence .....	132,146
Boston .....	448,477
Philadelphia .....	1,046,964
Brooklyn .....	806,343

Not one in this list has less than 30,000  
population today, and few have the railway,  
dock, terminal and shipping facilities that  
Port Arthur will have.

Do you think it is unreasonable to predict  
that Port Arthur will soon rank in popula-  
tion with this list?

### Now Is the Time to Invest The Rush Will Soon Begin.

At Port Arthur we are laying the foundation of the only large unbuild city of the  
United States; all other centers of commerce have been located and are past their  
youth. Capitalists and men of large affairs in business have long recognized the fact  
that commerce demands a city at a point where our exports—grain and surplus food  
products—can be loaded into ocean vessels with the shortest possible rail haul.

#### Business—Not Boom.

Men, in flush times, have taken advantage of this well known demand of com-  
merce for a new seaport on the Gulf of Mexico, to sell lots in boom towns on the Gulf  
coast. But the conditions made necessary by this mighty demand of trade could not be,  
and have not been, supplied by "BOOMERS."

#### Short Haul for Grain.

The Kansas City, Pittsburg & Gulf railroad has supplied this demand of the west  
for a short haul for our grain and live stock to the seaboard in a practical and substantial  
manner. Instead of starting the city first, it has built and equipped an air line road  
from Kansas City to the Gulf of Mexico. This has been done in years of financial de-  
pression and panic. Every promise made has been fulfilled and millions of dollars have  
been expended in its fulfillment, and now that the line of railroad is practically finished  
and by June 1 will be operating.

#### Through Trains to Port Arthur.

All the details have been arranged for bringing the deep-water of the Gulf of Mex-  
ico to meet the railroad at Port Arthur. The contract has been made with the New  
York Dredging company for the dredging of the harbor, and the dredging is now in  
progress.

The Kansas City, Pittsburg & Gulf railroad company, relying upon what it has al-  
ready accomplished and the promises which it has fulfilled, believes that it is entitled to  
the confidence of the people of the United States, when it says to the public, to  
investors and to the shipping world, that it has commenced the foundation of what it  
believes will be one of the

#### Great Seaboard Cities of the United States.

A city that will command a large percentage of the commerce resulting from the  
export grain of the United States. With this belief and in no time of excitement, on  
speculation we place on the market for the consideration of investors, the city lots  
and adjacent farm and fruit lands of Port Arthur and commend it as possessing un-  
usual elements of value and profit.

For plat and all information address

F. A. HORNBECK,

General Manager Port Arthur Townsite Co. and Land Commissioner K. C., P. & G. R. R. Kansas City, Mo.

OWEN & WELLS, LOCAL AGENTS, 216 McCague Bldg., Omaha, Neb.

### READ WHAT CONSERVATIVE BUSINESS MEN WHO HAVE BEEN THERE SAY:

Ex-Governor B. N. Morrill of Kansas: "It  
is bound to become a great center of com-  
merce."

Ex-Attorney General Dawes of Kansas:  
"I look for the time to come when Port  
Arthur will be the leading Gulf city."

W. A. Bunker, formerly business manager  
of the Kansas City Journal: "I think that  
Port Arthur will offer the best opportunity  
for investment of any place in the United  
States for the next year."

J. E. Norling, secretary of the Swedish  
Emigration society of Chicago: "We shall  
direct the Swedish immigration of the north  
and northwest to Port Arthur."

C. J. Jones, mayor of Oklahoma City:  
"There is no use talking, the people have  
made up their minds to have a big city on  
the Gulf, and I firmly believe that Port  
Arthur will be the port. Oklahoma will  
do her share."

Dr. J. W. Dolman, Topeka, Kan.: "Port  
Arthur will have 10,000 inhabitants in the  
next six months; 50,000 in the next ten  
years."

Ex-Superintendent of Schools of Kansas,  
Hon. E. Stanley, Lawrence, Kan.: "The  
climate is beautiful and the city of Port  
Arthur is destined to become one of the  
largest in the country. It cannot help it.  
It is the natural outlet for the grain, cattle  
and packed goods of the west. It is only a  
question of time, and a short time at that,  
when Port Arthur will be a big city."